

RPT. 4

RECEIVED

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

3 MAR 1944 28th. Dec./43 29th. Dec./43 Received at London Office 3 MAR 1944
 Date of writing Report 2nd. Nov. 1943 When handed in at Local Office 27th. Oct. 1943 Port of Montreal, P.Q. & Quebec P.Q. 43
 No. in Survey held at Montreal, P.Q. Date, First Survey 16th. Aug. Last Survey 18th Oct. 19 43
 Reg. Book on the Single Screw Steamer "FORT BRUNSWICK" (Number of Visits 31 & 18 Tons {Gross 7140.89 Net 4223.38
 Built at Lauzon, Levis, P.Q. By whom built Davie Shipbuilding & Repairing Company Limited Yard No. 549 When built 1943
 Engines made at Lachine, P.Q. By whom made Dominion Engineering Works Limited Engine No. 133 When made 1943
 Boilers made at Lachine P.Q. By whom made Dominion Bridge Co. Ltd. Boiler No. PB-1264-P2 CB-1264-C1 St. B. 1264-S2 When made 1943
 Registered Horse Power Owners Park Steamship Co. Ltd. Port belonging to -
 Nom. Horse Power as per Rule 504 505 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended --

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 76
 Dia. of Cylinders 24½" x 37" x 70" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 13.99" 14.00" Crank pin dia. 14½" Mid. length breadth -- Thickness parallel to axis 9" & 9½" L.P. 7.125" 7.625"
 as fitted 14½" Crank webs Mid. length thickness -- Thickness around eye-hole 7.125" 7.625"
 Intermediate Shafts, diameter as per Rule 13.33" 13.32" Thrust shaft, diameter at collars as per Rule 13.99" 14.00"
 as fitted 13.5" as fitted 14.25"
 Tube Shafts, diameter as per Rule -- Screw Shaft, diameter as per Rule 14.87" 15.25" Is the shaft fitted with a continuous liner Yes
 as fitted -- as fitted 15.25"
 Bronze Liners, thickness in way of bushes as per Rule .75" Thickness between bushes as per Rule .565" Is the after end of the liner made watertight in the propeller boss Yes
 as fitted .78125" as fitted .68"
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Solid
 If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive Tight fit
 If two liners are fitted, is the shaft lapped or protected between the liners -- Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No
 If so, state type -- Length of Bearing in Stern Bush next to and supporting propeller 61"
 Propeller, dia 18"-6" Pitch 16"-0" No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 117 sq. ft.
 Feed Pumps worked from the Main Engines, No. None Diameter -- Stroke -- Can one be overhauled while the other is at work --
 Bilge Pumps worked from the Main Engines, No. Two Diameter 4½" Stroke 26" Can one be overhauled while the other is at work Yes
 Feed {No. and size Two 10"x7"x24" Pumps connected to the {No. and size Three-Two 4½" Rams, one 10"x12"x10"
 Pumps {How driven Weirs, Steam driven Main Bilge Line {How driven Two Main Engine, one duplex steam
 Ballast Pumps, No. and size One 10"x12"x10" Lubricating Oil Pumps, including Spare Pump, No. and size --
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room E.R. three x3", one x5", one x9" B.R. two x3"
 In Pump Room -- In Holds, &c. No. 1, 2, 3, 4 & 5 each one x3" P&S; Deep Tanks P&St. one each
 6", After tunnel well one 2½", F.P. & A.P. on Ballast Range one each 4"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One x9" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size St. one x5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes, except Main Injection Are they fitted with Valves or Cocks 7 Valves, 2 Cocks.
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Below
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 What Pipes pass through the bunkers P&St. Steel bilge lines to No. 1 & 2 Holds How are they protected by Bilge covering boards.
 What pipes pass through the deep tanks None Have they been tested as per Rule --
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door No worked from --

MAIN BOILERS, &c.— (Letter for record Variable Total Heating Surface of Boilers 7140 square feet
 Which Boilers are fitted with Forced Draft Yes Which Boilers are fitted with Superheaters All Three
 No. and Description of Boilers 3 single ended Multitubular Working Pressure 220 lbs. per square inch

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No
 Can the donkey boiler be used for domestic purposes only -- If so, is a report now forwarded? --

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied

The foregoing is a correct description
 DOMINION ENGINEERING WORKS LIMITED
 PER: W. S. Van Botten

Manufacturer.



© 2020

Lloyd's Register
Foundation

003808-003815-0217

Dates of Survey while building
During progress of work in shops
16, 31 August. 2, 7, 9, 11, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 27, 28, 30 September.
1, 2, 4, 5, 6, 7, 8, 12, 13, 14, 16, 18 October. 1943.
During erection on board vessel
1943- Aug:-30, Sept. 14, 16, 18, October 5, 13, 21, 30 November 3, 4, 9, 17, 29,
December 4, 12, 15, 19, 22.
Total No. of visits 31 & 18 = 49

Dates of Examination of principal parts—Cylinders 23.7.43, 14.7.43 Slides 23.7.43, 14.7.43 Covers 23.7.43, 14.7.43
Pistons 23.7.43, 14.7.43 Piston Rods 18.10.43 Connecting rods 18.10.43
Crank shaft 18.10.43 Thrust shaft 7.10.43 Intermediate shafts 6 at 6.1.43 I.J.T.
Tube shaft - Screw shaft 6.1.43 Propeller No. 164 5.3.43 W.F.M.
Stern tube 22.11.43 Engine and boiler seatings 10.11.43 Engines holding down bolts 9.12.43
Completion of fitting sea connections 3.12.43
Completion of pumping arrangements 19.12.43 Boilers fixed 15.11.43 Engines tried under steam 20.12.43 See remarks
Main boiler safety valves adjusted 17.12.43 Thickness of adjusting washers P. 527" & .527" C. -.473" & .396" St. -.689" & .655"
Crank shaft material O.H. Steel Identification Mark HS. 18.10.43 Thrust shaft material O.H. Steel Identification Mark HS. 7.10.43
Intermediate shafts, material Identification Marks See below Tube shaft, material - Identification Mark
Screw shaft, material Identification Mark I.J.T. 5779 Steam Pipes, material Test pressure 660 Date of Test 25.11.43
Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F.
Have the requirements of the Rules for the use of oil as fuel been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with
Is this machinery duplicate of a previous case Yes If so, state name of vessel SS. "FORT TADOUSSAC" & "FORT CHAMBLEY"
General Remarks (State quality of workmanship, opinions as to class, &c.)

This ENGINE has been constructed under Special Survey in accordance with the Rules and Approved Plans.
The materials and workmanship are good. The cylinders were tested hydrostatically to 330, 110 and 30 lbs. pressure per square inch respectively, and found tight under those pressures.
This ENGINE has been fitted with Cast Steel CONNECTING RODS.
The ENGINE has now been shipped to DAVIE SHIPBUILDING & REPAIRING COMPANY LIMITED, LAUZON, LEVIS, P.Q., for installation and official trials. It is recommended for the favourable consideration of the Committee that the record of * L.M.C. (with date) be made in the Register Book in the case of this Vessel, subject to satisfactory installation and sea trials.
The MACHINERY of this vessel has now been properly fitted on board and on completion a dock trial of 14 hours duration was carried out and engine proved satisfactory. Ice conditions in the River St. Lawrence made it impossible to have a full power trial. The Safety Valves have been adjusted under steam and tested for accumulation. In my opinion, this vessel is eligible for record of * L.M.C. 12.43 and Notation T.S. (C.L.) subject to Machinery & Boilers being tried out under full working conditions between Quebec & Halifax N.S.

Intermediate Shafting Identifications Marks:-

5926, 5891, 5928, 5896, 5895, 5809, All 6.1.43 I.J.T.

The amount of Entry Fee ... \$ 30.00 : When applied for,
Special ... \$ 400.00 : Jan 28.44
Donkey Boiler Fee ... \$: When received,
Travelling Expenses (if any) \$ Included 19.
in Hull Rpt.

Committee's Minute

Assigned

TUES. 16 MAY 1944

No action

TUES. 19 SEP 1944

+ L.M.C. 1.44

J.D.C.L.

H. J. Saunders & T. H. Halkett
Engineer Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register
Foundation